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MX

## Bastogne boiler...

After a comprehensive double at the Czech Republic Grand Prix Clement Desalle had to wait two weeks before showing that his sharp vein of form is bubbling over nicely. The Belgian won round fifteen on home turf ahead of an equally fast Tony Cairoli to delay the Sicilian's 2013 MX1 title celebrations

Photo by Ray Archer











## Rushing ahead...

Is the career of Marc Marquez in danger? At the age of 20 he has won two categories of MotoGP and is looking unstoppable on the best bike in the premier class. In theory he could confirm his status as the best motorcycle road racer in the world before he can even have a beer in the USA. What next when you've done it all?

Photo by Honda Pro Images/Northcott



**MotoGP**









**AMA-MX**

## Miller time...

A step into new ground for the AMA Pro Motocross Championship saw the series arrive on the plains outside Salt Lake City for an unusual penultimate round of 12. The surroundings might have been different and split opinion but the results were consistent with a couple of titles dished out

Photo by Simon Cudby









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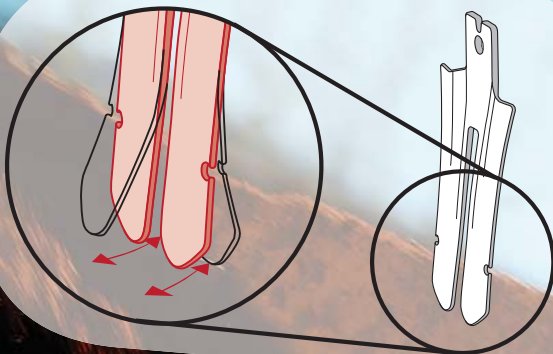


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**MotoGP**

# RED BULL INDIANAPOLIS GP

## INDIANAPOLIS MOTOR SPEEDWAY- AUGUST 1

MotoGP winner: Marc Marquez, Honda

Moto2 winner: Esteve Rabat, Kalex

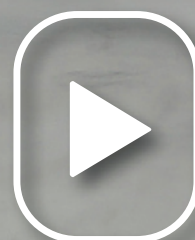
Moto3 winner: Alex Rins, KTM





**GRAND PRIX**  
8th - Rnd 10 of 18

MotoGP INDIANAPOLIS



PLAY

# TRIPLED

By Gavin Emmett Photos by Milagro, Honda Pro Images,  
Ducati Corse Press, [www.yamahamotogp.com](http://www.yamahamotogp.com), Tech3.fr



I've been forced to crack out the thesaurus after the race in Indianapolis, simply because I've run out of superlatives to describe Marc Marquez's performances this season. The rookie has now racked up three victories in a row in MotoGP, three victories in the USA this year and three wins in the last three years at the Brickyard. Astounding. (see also 'marvellous', 'incredible', 'breath-taking', 'mind-blowing' etc.)

This time he went into the race as favourite after having clinched pole position on Saturday by decimating Dani Pedrosa's existing lap record by nearly a second. It was clear that Pedrosa and reigning champ Jorge Lorenzo would not be racing at one hundred per cent as they continue recovery from their respective collarbone injuries, but that didn't show as they both got a launch off the line.

It is the one area in which Marquez is still lacking in MotoGP, not that it has cost him too much so far. He sat tight behind his team-mate for the first eight laps, before conjuring up a dramatic move through the 'S' section in the run to the back straight to take second place and then squeezing past Lorenzo at turn two three laps later.

From that moment on he controlled the race; suddenly dropping the hammer on lap 19 and creating enough of a gap to cruise comfortably to his fourth win of the year and extend his lead to 21 points over his Repsol Honda stable-mate Pedrosa.

The gap could even have been 26 points, if it weren't for Pedrosa finding 'pure will' as he put it after the race, grimacing through the pain barrier to snatch second from Lorenzo. The Yamaha rider complained later of a 'strange' tyre issue in the latter stages but after expecting to lose out to the Hondas will be content enough heading to two tracks that should suit the style of the M1 much more.

Behind there was no shortage of action as Cal Crutchlow and Alvaro Bautista engaged in a race-long battle for fourth, rubbing fairings on a number of occasions until they were joined by Valentino Rossi for company in the final couple of laps.







PLAY

More records for Marquez. The Catalan became the first rookie in the premier class to win three in a row since Kenny Roberts in 1978 and needs just one more to equal the California. He also needs one more podium - ten - to equal Valentino Rossi's rookie total achieved back in 2000





With Silverstone looming Crutchlow hardly needed a reminder that the first day of practice at IMS was the same day 32 years ago when Barry Sheene notched the UK's last success in the premier class (500cc Swedish GP). Time is ticking...





Perhaps unsurprisingly they all touched in the final corner, with Rossi coming out on top ahead of Crutchlow and Bautista relegated to sixth. All reportedly enjoyed the battle, and it certainly entertained the 60,000 crowd.

There was more fairing-bashing between Ducati team colleagues Nicky Hayden and Andrea Dovizioso, with the Kentuckian repaying the Italian for their clash in Laguna Seca with a move more akin to what can be seen at the Indianapolis Colts than at the Brickyard. As he barged past into the final corner - despite Dovizioso leaving no space - both flew in formation over the turn 16 kerb and as they recovered to drag to the line they were frustratingly overtaken by Bradley Smith, who sneaked eighth ahead of Hayden by just a hundredth of a second.

Heading to Brno, Lorenzo is pinning his hopes on the next two races offering something for the Yamaha, with fast sweeping corners that generally see his bike excel. He then hopes to be using the new seamless transmission that he tested just a couple of weeks ago in the Czech Republic; another reason he will head to round eleven as favourite. However, notably, his tone about Marquez was distinctly complimentary this weekend, admitting that it was necessary to acknowledge when a rider was racing exceptionally.

Pedrosa's hopes rest on finishing the season as he did in 2012, with six wins from the final eight races. However considering Marquez's form, and the way he is getting better every single weekend, even that may not be enough. The 20 year-old has only missed out on the podium once this season, and that was crashing out of second ahead of Pedrosa with just two laps to go in Mugello.

As things stand there isn't enough of a chink in his rookie armour for the others to stick their swords in, and his rival gladiators need to find something, otherwise they will simply be fighting a losing battle.







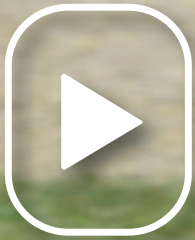


28 races and two years for the USA to look back to their last podium finish in MotoGP (Ben Spies at Valencia). Nicky Hayden was not going to come close at IMS but his battle with his team-mate thrilled and Bradley Smith (in the background here) profitted from the tussle



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PLAY



Rossi struggles for the most part while Lorenzo wheels out the Mamba. Indianapolis welcomed MotoGP for the sixth year and the 24th Grand Prix on American soil





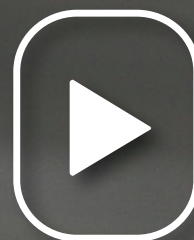








Alex Rins squeezes every part of his body onto the KTM to rush to his eighth podium and third win of 2013



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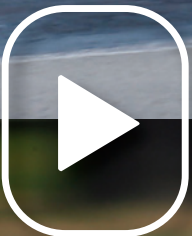


PLAY

Fans find the best vantage point to watch Honda win for the third year in a row at IMS. Rabat (right) grabbed his second Moto2 triumph of the season after taking Jerez several months ago. Scott Redding (below right) completed a solid ride to defend a 26 point lead in the championship. Meanwhile below...it's a hard job Cal...







PLAY





# CLASSIFICATION & CHAMPIONSHIP

## MotoGP RESULT

### Riders

1	Marc Marquez, SPA	Honda
2	Dani Pedrosa, SPA	Honda
3	Jorge Lorenzo, SPA	Yamaha
4	Valentino Rossi, ITA	Yamaha
5	Cal Crutchlow, GBR	Yamaha

## MotoGP CHAMPIONSHIP (AFTER 10 OF 18 ROUNDS)

### Riders

### Points

1	Marc Marquez	188
2	Dani Pedrosa	167
3	Jorge Lorenzo	153
4	Valentino Rossi	130
5	Cal Crutchlow	127

## Moto2 RESULT

### Riders

1	Esteve Rabat, SPA	Kalex
2	Takaai Nakagami, JPN	Kalex
3	Scott Redding, GBR	Kalex
4	Pol Espargaro, SPA	Kalex
5	Dominique Aegerter, SUI	Suter

## Moto2 CHAMPIONSHIP (AFTER 9 OF 17 ROUNDS)

### Riders

### Points

1	Scott Redding	159
2	Pol Espargaro	133
3	Esteve Rabat	113
4	Dominique Aegerter	94
5	Mika Kallio	90



## Moto3 RESULT

### Riders

1	Alex Rins, SPA	KTM
2	Alex Marquez, SPA	KTM
3	Maverick Viñales, SPA	KTM
4	Jonas Folger, GER	Kalex KTM
5	Luis Salom, SPA	KTM

## Moto3 CHAMPIONSHIP (AFTER 9 OF 17 ROUNDS)

### Riders

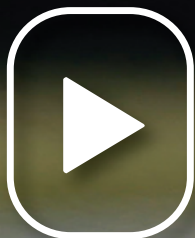
### Points

1	Luis Salom	183
2	Maverick Viñales	174
3	Alex Rins	167
4	Jonas Folger	94
5	Alex Marquez	90



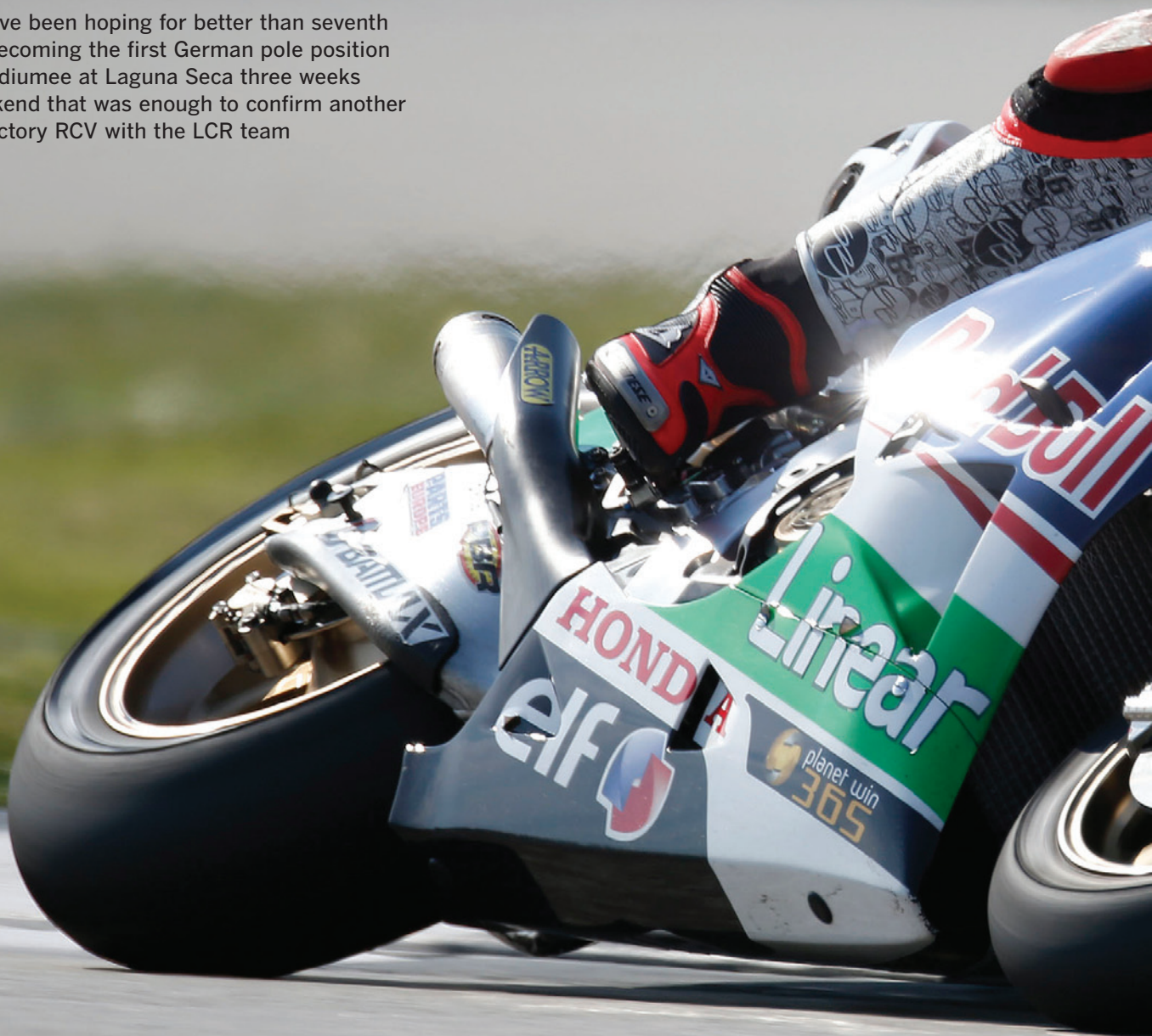






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Bradl must have been hoping for better than seventh at IMS after becoming the first German pole position holder and podiumer at Laguna Seca three weeks before; a weekend that was enough to confirm another year on the factory RCV with the LCR team









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## BRICKYARD BARGAINING...

By Gavin Emmett

**D**uring the weekend at Indianapolis it was announced that the race would definitely be returning in 2014 after pre-event rumours that IMS would seek to end it's contract with Dorna early. As it is, the agreement that is set to end next year could well be extended even further with the news that both parties are happy with the event and want it to continue.

I received a lot of tweets and comments over the weekend asking why we bother to go to Indy because the riders don't like the track, the grandstands are empty and MotoGP would be better served going elsewhere.

Well, for starters, it is inevitable that the stands are empty for MotoGP. The only event that fills the estimated 300,000 seats at the Brickyard is the legendary Indy 500, a national institution of a race for which much of the country comes to a halt for. Numbers were even down at that race this year, and again for the Brickyard 400 Nascar race which takes place at the end of July.

According to the official attendance figures, MotoGP actually registered over 60,000 in the facility on raceday, with many choosing to sit in the 'more interesting' infield areas not visible to the track cameras apart from the helicopter shots. There are decent enough crowds around but they are simply dwarfed by the massive structures of the grandstands.

By all accounts the circuit themselves are happy with the Grand Prix and make enough from the concessions stands and tickets to want to extend their deal.

They are also serious about re-paving the road circuit, which would delight the riders whose only real complaint is the surface. Although with a possible \$90million government grant, backed up by a chance to run another Indy-Car race on the infield track in May, they may even get some of the layout changes they have requested on top. It is also significant that MotoGP comes to this venue as one of the most famous motorsport meccas on a global scale.

**“With 300,000 seats it is almost inevitable that IMS will look empty for MotoGP...”**

That comes on to the reasons why MotoGP is in the mid-west. Well, the fans themselves are fairly knowledgeable, and by virtue of a couple of stage-shows we did over the weekend, if they weren't sure of something they asked the right questions. Surely that's what taking this circus on the road to various corners of the globe is all about anyway? Spreading the MotoGP message, and where better than a country which is one of the key markets for motorcycle sales.

The only worry would be for the likes of Laguna Seca, who only run the MotoGP class at their event. It would be a massive loss if that race were to disappear on the west coast but hopefully there is enough interest and attraction of having three races in the USA to keep all happy.



*Dean Ferris  
Team Monster Energy Dixon Yamaha  
Photo: Bayo*







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**MX**

# GRAND PRIX OF BELGIUM

BASTOGNE · AUGUST 18th · Rnd 15 of 17

MX1 winner: Clement Desalle, Suzuki

MX2 winner: Dean Ferris, Yamaha





MXGP BELGIUM



PLAY

# SUBVERSION

By Adam Wheeler, Photos by Ray Archer









There was no reason to suspect that the fifteenth round of the FIM Motocross World Championship would be the first 'blank' for the conquering Red Bull KTM team. The Austrians had been on top of either the MX1 or MX2 podium all season and in nine cases ruled both. Tony Cairoli was poised for his fifth MX1 world title and Jeffrey Herlings was still intensely focussed with only three races and three weeks separating the teenager from a monumental unbeaten MX2 term.

One crash and a partially dislocated shoulder, and a defiant force in Rockstar Suzuki's Clement Desalle rubbished the formbook as both the Belgian and Monster Energy Yamaha's Dean Ferris created their own special chapters from the visit to Bastogne.

In 2012 the Sans Souci circuit carried all the rough edges of a rushed meeting as a late addition to the calendar. Now with a year of preparation Bastogne looked more like a Grand Prix venue but it was still a tatty stage for the FIM series. The Belgian fans were plentiful and in good voice and created that powerful home effect for Desalle and the likes of Ken De Dycker and Kevin Strijbos.

I couldn't help but feel that the Belgians deserved a little better for their flagship event for what is still a sport that registers with the national media and consciousness. The track itself was braced for Sunday rain in terms of preparation and some good work meant that the fine soil did not produce the plumes of dust from Saturday after irregular watering. The riders largely lamented the absence of the bumps and ruts from 2012 that emerged after heavy showers had battered the site. It rained for the second edition but the light downpour carried little effect.

With Cairoli smarting after his 'bad day' in the Czech Republic two weeks beforehand and Desalle on-fire after his confident double at the same Grand Prix it was clear these two rivals would be on a collision course at Bastogne.



With Desalle declaring in the press that his intention for the weekend would be to stop Cairoli's title celebrations at his home event the gauntlet was thrown. They shared a moto a piece by playing 'catch me if you can' from each other. Desalle fell attacking Cairoli on the last lap of the first race but quickly remounted for second, while a knocked goggle lens for the Sicilian in the second moto while he was chasing his foe allowed the Suzuki man to break free.

These two small moments were the only differences across 80 minutes of fast-paced racing. Even Evgeny Bobryshev – third for the second GP in a row and visibly fitter and more confident after returning to a normal training regime with the factory Honda – confessed the duo ahead were on another level.

The upshot is that Desalle won for the third time in 2013 and for the first time in front of Belgian public. He shared points with Cairoli, which means the distance in the standings remains at 90 with 100 left to grasp. Cairoli simply needs to turn up and grab a top eleven finish in the first outing at Matterley Basin this Sunday (if Desalle triumphs again) and the job is done.

Dean Ferris became the first non-Dutch winner in MX2 this year. "When Jeffrey went home last night I think all of the guys in MX2 thought they would give it a really good go today and I'm proud that I took both motos," said the first Australian victor since 2005. "I've won a GP now so the 'monkey is off the back' and I think the Matterley Basin track up next will be good for me. It is special that we broke the KTM streak in the class and gave Yamaha our first win of the season, so I'm also proud of that."

Ferris' capabilities around Bastogne were undoubted and he had other Yamahas for company with Maxime Desprey (setting personal 'bests') Christophe Charlier and Mel Pocock all in the top five for early stages of the first moto but the KTMs were never far away.





With Herlings out of the running it was Dean Ferris who picked up the baton and was in no mood to share the reprieve granted to the MX2 field. Ferris' performance could not have come at a better time with final contract negotiations taking place in the paddock and the Australian has to move into MX1/MXGP for 2014

**MXGP BELGIUM**





World number two Jordi Tixier could barely see the podium after two motos with lens trouble left the Frenchman squinting away and bleary eyed like some of the Belgian beer-drowned fans and Glen Coldenhoff upheld Dutch honour with his second appearance in the top three.

With Herlings out, the most predictable racing class suddenly became an open contest and it seemed like the chance of a maiden victory for the entire field crumbled the nerve of some contenders with Charlier, Butron, Tixier, Nicholls and Coldenhoff suffering with mistakes and inconsistency. Never underestimate the power of the spotlight. If Herlings cannot travel to the UK this week then expect more of the same while the pressure for the champion to wheel out a 350SX-F in MX1 for his home round at Lierop on September 8th will be higher. Theoretically we might have seen the last of '84' in MX2 this year. MXGP might also have seen the back of the Sans Souci with Bastogne allegedly off the slate for 2014; where next for the Belgian GP?







A crash and less than ideal starts ruined the chance of a podium before his home Grand Prix for Jake Nicholls. If Herlings misses Matterley Basin then the Wilvo Nestaan KTM rider will know he has a very decent chance of making sure the Brits rule MX2 in the UK for the second year in a row. Ken De Dycker (left) enjoys the new F1 spec chairs delivered to the Red Bull KTM awning on Saturday



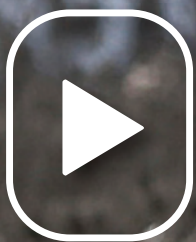




Fifth place overall in MX2 for the elastic Romain Febvre while Bobryshev (left) is content after a second podium means a nice season-reversal for the works Honda team and after the hot nadir of the German GP the previous month. Seb Pourcel (below left) makes a GP comeback to fill-in for half of the injured Ice1 duo. The Frenchman had the speed but not the stamina and should be a regular on the GP scene. Somebody dropped this bizarre tandem by the Rockstar Suzuki team and Desalle (front) and Strijbos could not resist a quick outing...only in Belgium







PLAY



Tony Cairoli did not talk of the title at Bastogne. He was mindful of Desalle's form but also anxious to forget about Loket and his fifth position two weeks ago. The champion was utterly flawless in the first moto but Desalle matched his level in the second





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## MXGP BELGIUM

Jeremy Van Horebeek continues to go about his business on the factory Kawasaki. Fast and consistent but not quite quick enough to consider a podium, the Belgian is still having a decent rookie season in MX1 and is hotly tipped to go factory Blue in 2014. Across the page and MX2 rookie Maxime Desprey was a shock first moto leader for most the race distance. Ferris stalked his French team-mate and made a move with ten minutes left on the clock. Fourth in that outing was still a personal best for 141







## CLASSIFICATION & WORLD CHAMPIONSHIP

### MX1 OVERALL RESULT

#### Riders

1	Clement Desalle, BEL	Suzuki
2	Tony Cairoli, ITA	KTM
3	Evgeny Bobryshev, RUS	Honda
4	Kevin Strijbos, BEL	Suzuki
5	Jeremy Van Horebeek, BEL	Kawasaki

### MX2 OVERALL RESULT

#### Riders

1	Dean Ferris, AUS	Yamaha
2	Jordi Tixier, FRA	KTM
3	Glen Coldenhoff, NED	KTM
4	Jose Butron, SPA	KTM
5	Romain Febvre, FRA	KTM

### MX1 WORLD CHAMPIONSHIP STANDINGS (AFTER 15 OF 17 ROUNDS)

Riders	Points
1 Tony Cairoli	690
2 Clement Desalle	600
3 Ken De Dycker	542
4 Gautier Paulin	485
5 Kevin Strijbos	469

### MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 15 OF 17 ROUNDS)

Riders	Points
1 Jeffrey Herlings (c)	692
2 Jordi Tixier	553
3 Jose Butron	470
4 Christophe Charlier	439
5 Glen Coldenhoff	412





Four moto wins from the last six means that Desalle is at last finding championship form. A pity it is coming too late to rattle the KTM wagon. Shaun Simpson (left) is a former Belgian Champion and seemed to find an extra gear on the JK Yamaha. Eighth overall was a decent result even if a dust-up with Gautier Paulin in the second race led to some strong words in both camps





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## **CAIROLI ON THE VERGE...**

By Adam Wheeler

**M**aybe it was something to do with Jeffrey Herlings superlative efforts in MX2 this season or maybe it was just the disappointing lack of a real challenge again this year for Tony Cairoli – despite Clement Desalle's too little too late form in the last three rounds - but it feels like there will be a slight anti-climax about the Sicilian's seventh world title and fifth in a row in the premier MX1 class this coming weekend.

Five years of the same rider and team celebrating championship success; no other racer holds that achievement in the history of the FIM series that began almost 60 years ago in 1957.

That's not to denounce Cairoli and the Red Bull KTM crew. Their hard-working and fun approach to the series has again provided the right chemistry for success and at the age of 28 (next month) Cairoli – winner of the MX1 crown for the last time with the class changing to MXGP for 2014 - is not getting any slower or slacker. It took until round fourteen before we missed him from the podium and once he had the red plate as series leader from the second Grand Prix there was an unerring sense of inevitability. His close call with a knee tweak at the momentous Italian fixture was a reminder of the knife-edge that these athletes walk over a six month period but there was no freak event like Sweden 2012 where '222' picked up a DNF.

The Cairoli Machine once more produced a steady hum of consistency both in speed across various terrain and different types of circuit and also results when he came to batting away from whatever rival he faced on a given weekend.

We have three weeks to wait until the Nations and this was a hiatus too far for Cairoli's

American equivalent Ryan Villopoto; as most of the off-road racing community knows by now with the Kawasaki ace opting for ankle surgery (America will give the shirts to Dungey, Tomac and Barcia). The Nations has always been a late season victim of injury and decisions, like the AMA Champion's choice to use precious downtime to fix physical ailments.

While Team USA will arguably face more pressure to regain the Chamberlain trophy owned on eight occasions from the last thirteen editions, they have the luxury of selection from a vastly talented crop. The same cannot be said of other countries and for the sake of the home fans I hope Max Nagl can recover sufficiently to prevent the Nations 'balloon' from deflating further before the fans roll into Teutschenthal on September 29th.

After looking so strong for so long Ken Roczen lost the AMA 250MX fight to Eli Tomac, and if the German has to then participate as part of a severely weakened Nations champions team then this is also a small 'aw shucks' for the event. The Nations should see the best on show and the calendar has not helped this year for ensuring the presence of Villopoto. Youthstream have strived to keep the traditional end of September slot for the tournament while the Americans have shunted the AMA list together to enable the longest off-season possible for their overlaid stars.

Fixture organisation is always a complicated process that involves a degree of compromise. A shame that this time RV has been counted out but there will still be plenty on the line in just over a month including a soon-to-be crowned peerless KTM rider.

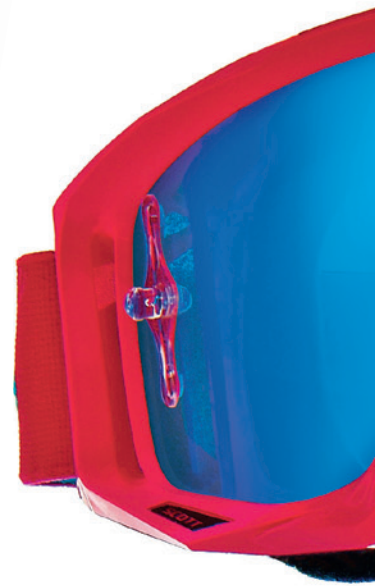




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# UK UNDER DOG

## EXCLUSIVE CHAT WITH BRITAIN'S NO.1

By Adam Wheeler, Photos by Ray Archer

**T**ommy Searle is the best motocrosser from the United Kingdom and anybody needing a reminder of his potential need only to watch the superlative display from the 2012 British Grand Prix (the first ever MXGP Festival), as the whole show prepares to roll into the immense Matterley Basin facility again this week. The 24 year old went 1-1 that day in the midst of an intense, fiery and controversial duel for the MX2 crown with Jeffrey Herlings. Now battling in the MX1 category with his CLS Monster

Energy Kawasaki Pro Circuit machine, Searle comes into the event where he grabbed his first GP podium as a teenager in 2006, 6th in the MX1 standings and chasing his first silverware on the KX450F. '100' has been fast and defiant in his maiden MX1 term and is primed to deliver a result that will again lift the roof off the facility in Winchester. We chatted 2013, confidence issues, indecision, 450s and expectations as the Matterley experience again draws near...





**FEATURE**

**TOMMY SEARLE**





**You had pretty lofty ambitions coming into 2013. Did you have to adjust these a little bit as you discovered the class and the nuances of racing the 450?**

Well, I thought I would have had a podium by now at least. When I look back I am not too disappointed, there are a lot of good guys in the class and there is stuff that has gone on that has prevented me from getting on that podium. I've learnt a lot together with the team and we know how and what we need to work on to make a step up for next year. Nobody had me down to win the championship this year and it is a learning curve. That's the main thing.

**You were being held up by people as an example of a rider that needs some time to acclimatise to MX1. What's your personal opinion after fifteen rounds?**

I think you do need time. Especially with little things on the bike. At the beginning I was working on smoothing the power out and making it more rideable, whereas now I'm looking for more power to get out of the starts. I think we have struggled with starts the most. I pulled a holeshot in Germany and won the Heat race. It was only Saturday but I saw how much easier it made life. Things have been coming together well in the last few events. To get out on the 450 now I feel a lot more relaxed compared to the beginning of the year.

**Was your confidence dented when the results you were expecting didn't materialise right away? What happened?**

I came into the season feeling really good but after Valkenswaard [round three in Holland] I lost a bit of confidence both in myself and how things were working with the team. After a while we started pulling together again and I was able to get back into 'it'. I think we lost our way a bit as a team and we had to work to find confidence again in what we were doing.

**So was there a pivotal moment that reversed the direction?**

Not really but just sitting down, talking and examining what we were doing and how we were working and how it could be improved. We found some common ground and from that point we stopped going around in circles.

**If you analyse your season then there seems to be a trend where you have been a bit invisible in the first moto and then flying through in the second. Can you explain that?**

That's another thing with the 450. I think I was struggling in the first motos to get a good feeling. In the last few GPs I've been doing a lot better with that, right from the first practice. I'm just used to the bike and at home I have been training in a different way with it and that has helped. I hope I can get out of that trend and run the pace I should do in both motos.





**Was there a moment when you wondered if your work with Kirk [Gibbons, renowned trainer] had hit the mark in terms of being fully prepped for MX1?**

No, there was a time in the season – in Portugal – and that had been a turning point for results. I had a really good race because I came through the pack like I have been doing in a lot of second motos and made it up to fourth place. But I left Portugal with a broken finger and didn't ride or practice for six weeks. We went to Brazil and I struggled there and the team were wondering about my fitness but it was only because I hadn't managed any riding time. I still couldn't get on the bike after Brazil so overall there were a few GPs in the middle of the season that were tough for me.

**There were some rumours that you might swap to a factory team or change brands. During that sticky time with the team were you entertaining that possibility?**

There were moments when I didn't want to change teams but I definitely wanted something figured out and we did that. I believe I can win with this team and with the support from Kawasaki and Monster we will make it happen. JJ [Luisetti, Team Owner] is a good guy and he's passionate. We need to put all the effort into make a step for next year.

**So you don't have some kind of 'Pourcel obsession' with staying on a Kawasaki...**

No, but the Kawasaki is a really good bike and I genuinely believe it is one of the best to go out and buy...although it is very important at this level to have factory backing. We need more support from Kawasaki and they are saying they will provide this in 2014. I think it is crucial in MX1, more so than MX2, because there are many little factors to sort out and you only have to look at a set-up like KTM; those guys turn up to a race with twenty people in the team. They are putting a lot of effort into it and we have to match that.

**How about the link with Pro Circuit? Is that still as strong? Especially for development of the 450...?**

I get along well with Mitch [Payton, Pro Circuit Principal] personally so if I was to make a call for something then I know we'd have it straightaway but Harry Nolte [MX1 technician] also has that very close contact and there are a lot of good technical guys already on the team. It is always good to have that connection because even when I go to California Mitch is there and helps out. He's in America and we're here so there is only so much he can help with but it is very important to have that link and Pro Circuit backing for the team overall and in the eyes of other sponsors as well. The connection is pretty strong.



TOMMY SEARLE







**FEATURE**





A full-page photograph of a motocross rider, Tommy Searle, on a green and black Kawasaki motorcycle. The rider is wearing a black and green jersey with 'Kawasaki' and 'Monster' logos, a blue and black helmet with 'Monster' branding, and green 'ACEFIBS' gloves. The motorcycle has a large white number '100' on the front fairing and 'Kawasaki' and 'Monster' logos. The background is a dirt track.

TOMMY SEARLE

***“Maybe I’m biased but the British Grand Prix is the best event of the year and winning it in 2012 was the cherry on top...”***





PLAY

**As the top off-road racer in the UK do you think you can do more to drive the sport forward in PR terms?**

Yes, somewhat, but I cannot really do that on my own. I'd be 'up' for doing it and I have plenty of time in the week to do things like photoshoots and videos although you need a PR team around you to do that.

**Matterley Basin 2012. That must be a small career highlight so far and what are your thoughts ahead of MX1 in front of the British public this week?**

Without a doubt last year was the highlight of my career. I think the event is the best Grand Prix of the year. Maybe I am biased but winning last summer was the cherry on top. I think it will be a great weekend whether I win or lose but it does give me a lot of motivation to go out and repeat the result.

**The infamous duel with Jeffrey Herlings for the 2012 MX2 title got a bit intense at times. Do you think the support the British fans showed for you and the atmosphere they built against Herlings – allegedly even throwing a sandwich at him in practice – is indicative of the passion they have for it all?**

I don't know! I'm not sure if it is great that they are throwing ham sandwiches at him. I don't even know if he likes ham sandwiches. The atmosphere is mint though and I just love the British crowd. There are a couple of



turns where I'd head into the public and I'd get goosebumps every lap. I think it is the best crowd of any GP. I love it. Last year they did that parade lap of every rider in each category. I think there were 300 bikes on the track or something like that. I got to the front and was waving my way around. When I got back in I was like 'f\*&k, I feel like I've already won the GP!'. On the sighting lap I just get out and wave. Love it.

**When it comes to the Nations there is always talk of Team GBR aiming for the podium and it never quite happens...**

I think we have the quality in the team to get on the podium but everybody has to perform on the day. I have always done well at the Nations, until last year when I rode terribly. All three riders – whoever they may be – just need to step-up. I should do well there [Teutschenthal, he won the final MX2 GP there last September] and normally I perform at events when there is a lot of pressure. It is a fun event but the pressure comes in different ways. At the moment I am the best British rider and because of where I have been and where I am in the world championship I kinda know I will get selected. I think there is more attention on a guy on the team whose place has been questioned a little bit. If they don't perform there is that feeling they have let people down. We'll see. Most of all the Nations is special and about fun: a good way to end the year.



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# PUSH THE LIMIT



In the hotly contested AMA Supercross Championship, Ryan Dungey and his KTM 450 SX-F prove what can be achieved with willpower and the right material. The accumulated racing experience into the factory bike is found in the genes of every KTM 450 SX-F. The state-of-the-art engine delivers explosive power – the robust, lightweight chassis and top quality suspension ensure perfect handling in every situation. Your complete package for victory.

**The new KTM 450 SX-F – as hot as Supercross!**

**450 SX-F**

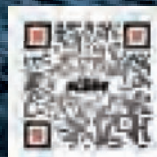


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**FEATURE**  
FREERIDE E







# THREE IMPRESSIONS OF **KTM**'S NEW FREERIDE E WITH AN OUTING AT THE E-PARK IN AUSTRIA

By Adam Wheeler, Photos by Buenos Días





## FEATURE







**W**ith some curiosity we were able throw our leg over the type of machine that could or couldn't be the future of motocross and off-road motorcycling.

The E-Park in Munderfing is a matter of metres away from the mighty Red Bull KTM workshop; home to all KTM (and temporarily Husqvarna) racing wares from Motocross to Moto3.

It is also across the road from the WP Performance Systems factory and – perhaps ominously and ironically – in the same complex as KTM's engine production plant.

The small site houses a compact motocross track, a tight enduro course with extreme elements, a beginner's layout and a few temporary structures for mechanical upkeep. Available to visit and test through the official KTM website and with ten E-bikes at their disposal any investigative motorcyclists passing through Europe would be well-inclined to wheel into the gate of the E-Park directed by the amiable Bernhard Fischer.

OTOR does so in thirty-five degree heat which means after an hour of riding we were flat on our back – quite literally – but here are our first impressions of the bike that should soon be hitting the floors of dealers...



## WHERE ARE THE CONTROLS AGAIN?

The rage of electric bikes has been around for a while, from first and rather useless off-road incarnations right up to the 100mph+laps at the Isle of Man TT.

KTM have been working on the Freeride for almost a decade since first drawings and prototypes and the oft-heard perception that the motorcycle is closer to a 'fast bicycle' is evident right away through the controls. It takes some time to first adjust to the lack of pedals and having to 'clutch to rear brake' and then put the configuration into useful practice. After thirty minutes I was still looking for the comforting 'squat' sensation of braking with my right foot heading into a corner and the process of selecting a good gear was no longer necessary and a bit disorientating. The Freeride E forces a change and while it is a weird one there is no denying that it creates a simpler riding experience. Combining the little techniques for a smooth and energetic blast is one of the thrills of piloting a motorcycle well and with this criteria dumbed down on the battery-powered bike you start to find other snippets of satisfaction and can concentrate more on finding out what exactly the machine is capable of.

For novices or those making their first adult steps into off-road motorcycling then – like an automatic car – this is an immensely effective method to finding some of the base fun of going fast and tackling elements ahead of you rather than what is going on underneath you. In motion the Freeride-E feels like a light two-stroke and the handling is sufficiently similar to its combustion cousin. The position and weight of the engine is made to leave as little noticeable difference as possible. By the end of the run the only factor we still couldn't grasp satisfactorily was the quantity and quality of rear braking with the handlebar lever and I guess that was the biggest culture shock.







FREERIDE E





# D

FEATURE



PLAY





## 2 THE BRIGHT LIGHTS

Look down and the Freeride E provides a three-mode riding configuration surrounded by a lighting scheme for the battery life that functions like a fuel gauge.

We have the choice between 'beginner', 'supercross' and 'enduro' with the latter two placing the emphasis of the power delivery in different zones of the 'band'. We start in 'supercross' and after feeling like we wanted more bottom-end heading into some jumps tried switching modes but didn't pick up any real noticeable difference on the motocross track. The ground at the E-Park was stony and weather-damaged after severe flooding had left the terrain under water less than two weeks before the sunshine arrived to cook Munderfing. It meant the take-offs were a bit slippery and the guys were actually working on the course as we dodged around the digger through the brief test.

Setting off and the E bike is like a kitten on the gas. The slightest twist gets you in motion and like any decent modern day scooter is entirely manageable at any speed. I had a go at a few practice starts and with a satisfying 'whack' the throttle hits the stop and the power feeds in like a happy syringe. That build-up is quite exciting and again different to the stress that you feel from a normal engine through noise and revs. It is an efficient way to reach speed.

Through a corner section and it doesn't take long to find a decent position with the throttle so that the power is steadily fed through. I reckon there are limits to the Freeride E if all-out speed is your thing but it was plenty quick enough for the E-Park track and my rudimentary level.





# 3 BIKING MADE EASY

The power train of the Freeride E meant that the bike is not the super-silent experience that many talk about. Mind you it is a world away from the rasping tones of the combustion engines and for off-road circuit riding it is quite thrilling to find a version of being able to get on the dirt without that small, nagging feeling in the back of your mind that someone, somewhere can hear the bike and might be forming negative opinions of your favourite pastime.

As with electric cars there are issues over the battery (cost, life and disposal) that still leave plenty of questions about this form of technology and development and whether it can one day force a revolution in mainstream thinking and biking.

On the 2014 Freeride E swapping the battery is a simple matter and the E seems to require minimal maintenance. "The bike can do about 30bhp, 42 newtons and can last between 30-90 minutes depending on the track and the rider. It charges up in 90 minutes and is 80% full after one hour," explains Fischer. "We've had the new version of the Freeride for about two weeks now. It is liquid cooled and has better brakes. We find that the suspension takes a hit on the jumps with some of the faster riders but we can change settings here at the park to suit different people and we have 10 bikes in total, 8 of which we make available at any one time. Most of those who come here are new to off-road; it is a great way to start."

In the end the temperatures and a ticking clock to a flight departure from Munich limit any further riding time but it will be hard to contemplate any further editorial projects or visits that involve KTM without resisting a return to Munderfing.





FREERIDE E





## FREERIDE E: WORDS FROM THE MAIN MAN

In a wide-ranging and exclusive interview on their Blog [www.blog.ktm.com](http://www.blog.ktm.com) **CEO Stefan Pierer** shed some light on the development process of the Freeride E among other subjects. He is what he had to say.



### On the genesis of KTM's electric bike...

The electric experience for us was different. It didn't come out of the [economic] crisis but more from our heavily-squeezed possibilities now to ride off-road. In central Europe it is becoming difficult and the first concepts of e-bikes were seen as a possible and interesting solution. That was in '05-'06. We decided to start a pre-development project to do an off-road bike based on a zero emission power train. We got good support from the Austrian Innovation Agency and then we started.

### On the process...

It took longer than I expected because I am used to combustion engine development but we didn't give up and we created a good product that is now ready for serial production. The bottleneck and the biggest problem at a certain stage was getting the electronics right because there is no existing kind of system for that kind of power-train. This means we had to start from scratch for the balance of the battery and the engine management, and work on it together with a local specialist company. It was a tough trial-and-error process.

### On batteries...

The battery pack is still the main issue because they are expensive for production. A 20 kilo packed battery cell costs 2000 euros and is quite a lot. However it works and we have been testing for two years in various locations and with reliable clients at leisure parks. I think it is still not on a really competitive level in terms of the battery pack but for our special usage there is not much choice. Either you can afford it or you cannot. In Germany and Austria next year we will start a renting system for the battery like the car industry, so that the customer has the sense of security that if something goes wrong with the battery they can change it and they have 100% back-up. Every year we hope to expand the scope and tests.

### On the path ahead...

We have 100 years of experience with combustion engines but here we are still starting with electric and we need to collect information. For a small company you need to make a serious step with a project like this or you risk too much. We are going ahead and maybe you have seen some photos of our concept scooter from the Tokyo show. I am convinced that for urban mobility and the scooter electric is the future. It is just the double size of the existing battery for our off-road model.





### On KTM's electric scooter...

We have already started a serial project. For sure it will take two years from here, so we are looking at 2016 but we made the decision at management level to go ahead. The reaction is very positive and the demand is there. The fabrication and the chassis is not a big challenge. The battery pack is double the size and it is not quite double the cost but you are still looking at 3000 euros.

### On Japanese hesitancy with E-bikes so far...

Honda for sure are working on it and Yamaha have done a lot of research but the breakthrough in the market is not there. You have the cheap junk from China but they are low wattage concepts and if you want performance then you need to go high wattage to meet safety requirements and it is very tough and very challenging. The market is not there yet for mass production.

To read what else the KTM boss had to say on Husqvarna, Dakar, Supercross and more hit this link: [blog.ktm.com/bikes/exclusive-stefan-pierer-interview-part-three/](http://blog.ktm.com/bikes/exclusive-stefan-pierer-interview-part-three/)







**AMA-MX**

**BUILT FORD TOUGH UTAH**

**TOOELE, UT • AUGUST 18th • Rnd 11 of 12**

**450MX winner: Ryan Villopoto (c), Kawasaki**

**250MX winner: Eli Tomac (c), Honda**



Eli Tomac wheelies away to another 1-1. His burst of form coming at the right time to exact revenge on Roczen for winning their West Coast SX250 duel. The pair will match up again in the 450 class next season



NATIONAL



PLAY

# DUSTED

By Steve Matthes, Photos by Simon Cudby



Turn out the lights, the party's over. The 2013 Lucas Oil Pro Motocross Championships had both titles wrapped up with one round left with Monster Energy Kawasaki's Ryan Villopoto and GEICO Honda's Eli Tomac going 1-1 in their respective classes to take home the honours. Miller Motorsports Park outside of Salt Lake City was the venue, a brand new man-made national track that featured some big jumps, a mid-race windstorm, a little bit of sand and a big uphill start straight.

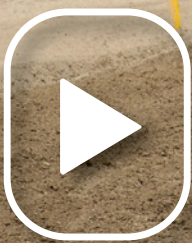
The track was definitely met with some mixed reviews with some riders tolerating it and some just outright not liking it. The design did leave something to be desired and the dirt wasn't very good but that's just like any of the Southern California tracks. The dirt just isn't any good no matter what you do. It was an interesting race for many reasons and I don't think it was a 'home run' by any means but I also don't think it's the end of motocross as we know it like some people on the motocross message boards seem to think.

Now onto the racing- we saw last week at Unadilla that Ryan Villopoto had basically become untouchable. Coming off his worst race of the year at Millville, Villopoto set the fastest time in practice by over a second, grabbed both holeshots, led every lap of both motos and just dominated. Even by his standards it was something else and guess what? He did it again at MMP. The only way he would have been able to clinch his second 450MX title (and eighth title combined with supercross) would be to go 1-1 and that's what he did. Damn doing the math and trying to figure everything out- Villopoto just made it easy for all of us.

RV's got three 250MX titles and now two 450MX titles- he also climbed into the top five in 450MX wins- and in fact he's never lost an outdoor title that he finished the series. In 2009, 2010 and 2012 he had to bow out of the 450MX title chase with injuries. When he starts and finishes a championship, he finishes it on top. He is without a doubt the best rider this year in the outdoors and the title is well deserved. His speed and fitness can sometimes be matched but the aggression cannot. RV rides with anger, destroy-







PLAY

Opened in 2006 with a construction budget that neared 100 million dollars MMP ticked off AMA Motocross on their list after welcoming NASCAR, WSB AMA Superbike and other high profile race events in less than a decade



ing berms along the way and none of his competitors can have the same intensity as he can for as long as he can.

Ryan Dungey of the Red Bull KTM team certainly comes the closest. It's scary to look and see how much better Dungey is than the rest of the field and then see how much Villopoto was better than Dungey this season. Parity, thy name is not the 450MX class. Dungey was great this year and on his tracks he could run with Villopoto but races like Millville where Villopoto had some troubles, Dungey couldn't take advantage. The one DNF that Ryan suffered at Redbud really did him in as well, that can't happen if you want to topple the king.

The Honda Muscle Milk duo of Trey Canard and Justin Barcia were very good. Even though this was Barcia's first full year in the class he actually had more 450MX experience than Canard as a fill-in rider a few years back. Going into this season, Canard had exactly three motos experience on the big bike due to injuries. The good news for Trey is he made it through the calendar and got stronger at the end of the series. Barcia started strong and looked to be able to challenge Villopoto (I even wrote a long column on the reasons why I thought Barcia would be more of a challenge to Villopoto than Dungey would. It's too bad the internet keeps records of these foolish things we all write) but he faded near the end. 2013 is the first time Barcia's had to do 17 supercrosses and 12 nationals and there's no doubt he's feeling it.

Both riders will probably be closer to Dungey next year and hopefully we get more races like we had at Millville where the Honda guys ran up front all day.

Yoshimura Suzuki's James Stewart showed us how much the class has advanced when he failed to be much of a challenger although he did get one win. Last year he topped Dungey in four straight motos to start the year but in 2013? Forget about it. Stewart's now fighting for the podium like the rest of the division he's not on the 'top two' level anymore.





Villopoto went about his usual business for yet another AMA crown while a cased triple for James Stewart (below) ended his meeting. Trey Canard (this page) bounced from his Unadilla disappointment, 0-0, to pick up another podium trophy in what has to be classified as a pleasing comeback term









Feelings and facial expressions were swapped for the outdoors between Roczen (below left) and Tomac. The German had dipped out of the top three just five times in twenty-two motos but his DNF at Millville hurt. Tomac only missed the top three on three occasions



In the 250's it was Eli Tomac who suddenly caught fire. After being pretty equal to Red Bull KTM's Ken Roczen, Tomac ripped off eight straight moto wins (streak still going by the way) to just run away with this title. Roczen's hard crash and DNF at Millville seemed to knock the wind out his sails and he wasn't the same rider after. Roczen had led the points the entire season and that hard crash was a turning point.

Tomac's starts were an issue early on in the summer but he figured those out to the point where he's at least top ten. Just being inside there is all he needs to zip to the front. Sometimes his speed was just stupid. He was so much better than his competitors that you wondered what he could possibly be doing on the smaller bike that others couldn't. As much as Villopoto's performances were dominant, Tomac's was on a par - we just had to wait a little bit to see it.

The defending champion Blake Baggett's entire season was ruined when he was hit by another bike at the opening supercross of the year. The broken wrist was a factor all season long and even though he won a race and at times showed some old magic, his defence went out with a whimper. Tomac's teammate Zach Osborne showed some speed, KTM's Marvin Musquin won a couple of race but couldn't keep up the consistency and everyone else? Forget it, it was a Tomac and Roczen show for the most part.

Looking ahead to 2014, it should be an interesting 450MX class with the addition of Tomac and Roczen to the class but the two Ryan's are 1A and 1B right now. In the 250's Musquin, Osborne, and second year riders like Adam Cianciarulo, Jeremy Martin and Cooper Webb should be in the mix to take the vacated throne.

Hopefully next year will see some closer racing because in 2013, it wasn't even close.





PLAY

The outdoors campaign has been getting progressively better for Villopoto's team-mate Jake Weimer and Utah saw his third best points-haul of 2013. Here the Kawasaki rider shows some of the soft ripples at MMP













The scenic planes outside of Salt Lake City were chosen as the location of the 2013 Motocross of Nations Team USA announcement where Ryan Dungey (in action, left) will lead the trio of Justin Barcia and Eli Tomac (both willing travellers if their jaunts to the Paris Bercy SX are a telling signal) in the trip to Germany next month





# AMA MX PRO MOTOCROSS CHAMPIONSHIP

## 450MX RESULT

### Riders

1	Ryan Villopoto, USA	Kawasaki
2	Ryan Dungey, USA	KTM
3	Trey Canard, USA	Honda
4	Weston Peick, USA	Suzuki
5	Justin Brayton, USA	Yamaha

## 250MX RESULT

### Riders

1	Eli Tomac, USA	Honda
2	Blake Baggett, USA	Kawasaki
3	Ken Roczen, GER	KTM
4	Adam Cianciarulo, USA	Kawasaki
5	Justin Bogle, USA	Honda

## 450MX STANDINGS (AFTER 11 OF 12 ROUNDS)

Riders	Points
1 Ryan Villopoto (c)	513
2 Ryan Dungey	463
3 Justin Barcia	375
4 Trey Canard	303
5 James Stewart	289

## 250MX STANDINGS (AFTER 11 OF 12 ROUNDS)

Riders	Points
1 Eli Tomac (c)	505
2 Ken Roczen	454
3 Marvin Musquin	388
4 Blake Baggett	373
5 Zach Osborne	322

Fourth place overall was a timely boost for Weston Peick who at one stage was a target for MXGP teams in the MX1 category. Is there more to come?





A large leap for Chad Reed who must be close to publicly confirming plans for his TwoTwo racing project for 2014 and a rumoured change of brand





## AND ANOTHER THING...

By Steve Matthes

**W**ell the purpose-built Miller Motorsports Park national has come and gone and the sky has not fallen on American motocross like some people thought it would.

Was it the best track? No, most certainly not and the people that already thought everything about the event was terrible were given some more ammunition when a big-time windstorm hit the area and created a serious dust and wind problem during the second 250MX moto. The track suffered from some issues but it's more because of the area that it was held in more so than the fact it was man-made. The entire southwest United States (and Utah isn't really in the southwest but it's got the same dirt) gets hard packed, it's silty and it's hard dirt to keep moisture in. There's such a fine line between having it too wet, perfect and then really crappy.



Miller Motorsports Park suffered from the dirt dilemma and a layout that seemed a bit peculiar. The elevation was created by moving massive mounds of earth and they did the best they could but it did seem to be some long straights with big jumps, turn and then repeat. Some more sand and some switchback turns would have opened up the racing a bit in my opinion.

I wouldn't want all 12 rounds of the nationals like what we just saw but there are some positives that MMP had that the other nationals cannot boast and trying something new is never bad. The reviews from the riders were mixed as well but next year there will be some fixes made and hopefully some more improvements.

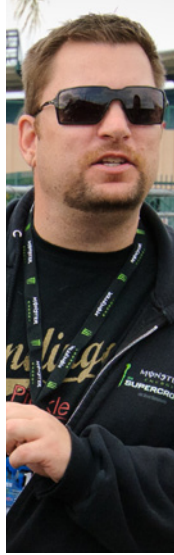
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Other news that hit last week was that Monster Energy Kawasaki's Ryan Villopoto is going to need some surgery and will miss the Motocross of Nations which takes place a month after the last American national. Of course this set off a lot of belly aching on the internet forums about Villopoto bailing on Team USA in a year where they are trying to avenge their defeat of 2012. Of course, we know now that Villopoto is hoping to be ready to race the Monster Energy Cup in Las Vegas two weeks after the MXoN and I hear the complaints about having some selective surgery done that puts you out for a race that gains nothing but national pride compared to being ready for a race that could pay you one million dollars if you sweep all three mains.

### **“Team USA does not need Ryan Villopoto to win the Motocross of Nations...”**

Team USA doesn't need Ryan Villopoto to win (although it would help) and look for Justin Barcia to fill his spot with the red, white and blue but it's more the calendar and sponsor obligations that have hurt Team USA than anything else. If he had waited a month for MXoN then of course he





would race the event that his main sponsor created just two weeks later. So then he goes in for surgery (to remove some hardware from an old crash) and now we're looking at a November start date to get ready for the 2014 season. It doesn't add up for the best scenario for Villopoto and Kawasaki to wait.

The early conclusion of the American series (to avoid the football season) and the date of the MXoN aren't ideal and in this case, we're seeing the first victim. It's not RV's fault, it's not the MXoN's fault- it's just a perfect storm of needing some time off for surgery.

## **“Millsaps loved the Suzuki... but he must have signed off to be a KTM rider...”**

The Rockstar Racing crew has done good things in 2013. Davi Millsaps, Jason Anderson and Blake Wharton won some races, Ryan Sipes is always fast and the team has really stepped it up. The team also had all of this success without much help from Suzuki. Team owner Bobby Hewitt was writing checks for bikes and parts for the team and really, they probably should've had more help from the yellow guys. But Suzuki (who has supported the team in the past) just doesn't have much going on in terms of support (there's no amateur team, there's no 250 team and James Stewart is actually supported more by Yoshimura although the bikes and parts do come from Suzuki Japan) and Rockstar Racing was forced to look elsewhere.

Enter KTM. Yes, to the surprise of many KTM, despite their alliance with Red Bull, has stepped up and supported the Rockstar Racing team with a full program. The orange guys are apparently just trying to take over supercross/motocross over here as well. The team will run close to works bikes using the KTM Factory Service Program which allows teams and riders to purchase parts that are close to what the factory team runs. Millsaps, Jason Anderson, Joey Savatgy will be on the team next year which means Sipes, Wharton and the perpetually injured Nico Izzi are all looking to go elsewhere in 2014.

Millsaps loved the Suzuki and in fact turned down a little more money from JGR Yamaha to go Yellow (that and a two year deal) and rumours are that he could have gotten out of his deal if he wanted to because the team was not supplying a Suzuki to him as per terms of his contract. So at some point Millsaps must've signed-off with being a KTM rider and therefore thinks he can be the same package on Orange. It's going to be interesting to see if Millsaps can have the same success on the KTM as he did on his trusty Suzuki - I'm thinking he can. More than anything else, last year's Davi Millsaps renaissance was due to him being in shape and ready to go at the very first race. Once he's seen the success he can have (and the money he can make) by being fit, I can't see him slacking off now. Anderson rode KTM's for a spell as an amateur and Savatgy was on KTM this year so I don't anticipate either rider having an issue with the bike switch. No, with all the momentum that KTM is building and the riders and teams are acquiring, I can't see this partnership doing anything but thriving.

Watch out America, here comes the Austrians.





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# SCOTT SPORTS

Scott's 2014 goggles will be hitting dealers and shops in a matter of weeks and the **Oxide** line for the Tyrant is one of the fresh highlights with some pretty bold colour schemes and block designs that help the eyewear stand out as much as the material performs.

Key to the '14 range is the high degree of functionality. This means chrome lenses with anti-fog capability and a new venting plug on the top of the goggle frame that can be set in two positions and enable even more cooling potential. The nose guard moves in three different directions to be able to fit all helmets and the Scott crew – that used the feedback of racers like Clement Desalle, Max Nagl and more in development – evolved this addition with at least 15 different lids in their Swiss lab.

The top of the range **Tyrant** has been around since 2012 and uses the patented Fit system in which a small key will permit 4mm of movement of the frame and ensure it nestles against any face. 3-2 foam and a new tear-off screw that allows the sheets to be wound even tighter to the lens are also key elements.

Last but not least the 2014 exclusive GRID roll-off system is one of the most secure and effective new components with a rectangular frame clamping the film to the Lexan like a second skin. Find a colour you like and don't worry about seeing where you have to go.

We'll run a special feature on how Scott put together their 2014 wares in the next OTOR issue.















## LEATT

A brand new product for 2014 from the innovative South African firm is the **Fusion 2.0** for juniors. The brace-and-body-protector-in-one is designed to achieve the best fit for even the smallest rider. It uses Leatt's CE approved 3DF ventilated foam to give shock-absorbing protection to vital areas of the body around the shoulder, chest and back. The shoulder padding is removable and the whole unit is easily adjustable. Coming in four colours – white, red, green and orange – the Fusion 2.0 will accommodate kids from 100-150cm tall (3ft 3" to 4ft 11")





## BACKPAGE

2013 Monster Energy girls  
By Ray Archer











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**'On-track Off-road'** is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at [www.ontrackoffroad.com](http://www.ontrackoffroad.com) every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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